

Sure Relief

BELL-ANS

6 BELL-ANS
Hot water
Sure Relief
FOR INDIGESTION

Values

We refrain from putting fire into our advertising, lest you put our advertising into the fire. We want it read, not red.

Our Ready Tailored Clothes appeal to the man who values good clothes and knows good values.

IVERSON & HENEGAGE

Successors to Crovdon, Ltd.
7 East 44th Street

GREAT thinkers.

Leaders in finance, business and the professions, have burial plots at Kensico. At Kensico their names will endure.

Ask for Book of Views.

The Kensico Cemetery
America's Burial Park
City office: 103 Park Ave.
Tel. Murray Hill 1841

Like the Pyramids
The Kensico Cemetery
Will Endure Forever

MABIE

THE wearer of Mabie tailored-to-order clothes instantly proclaims himself a man of discrimination and standing. They are the complement to the bearing of a gentleman.

Seventy-five to One-Hundred Twenty-five Dollars.

MABIE
553 FIFTH AVENUE
at 42nd St.

Advertising

Complete advertising service for a limited clientele

Send for our booklet

"How to Choose an Advertising Agent"

PHILIP KOBBE CO.
200 FIFTH AVENUE, NEW YORK.
Advertising

Brentano's

NEW YORK
5th Ave. at 27th St.

Booksellers to the World
Cable: Tel. 1000

ALL BOOKS
ALL LANGUAGES

Cordon & Dilworth

— REAL —
ORANGE MARMALADE

AUTOMOBILES CHIEF FACTOR IN ACCIDENTS

Responsible for Many Fatalities, Says National Safety Council.

U. S. SURVEY MADE

Industrial Safeguards Would Remove Discontent of Employees, Says M. A. Dow.

HEALTH MEASURES URGED

Statistics Cited Showing Cost to Nation of Accident and Disease.

Special to THE SUN and NEW YORK HERALD.
MILWAUKEE, Sept. 27.—A casualty list covering the accidents in 210 cities and counties of the United States during the week of August 22 to 28, inclusive was made public today by the National Safety Council, which is holding its thirty-ninth annual convention here. It shows that automobiles appear to be responsible for more deaths than any two other accident agencies. The list for August 22, Sunday, alone shows 45 deaths from automobile accidents, 3 from railroad accidents, 20 as the result of falls, 13 from burns, fires and explosions, 12 from drowning, 8 by street cars and 4 by machinery.

One of the striking features of the list is that it shows that seventeen men were killed accidentally for each woman so killed, and nine boys under sixteen for each girl under sixteen.

Marcus A. Dow, general safety agent for the New York Central Lines, was the principal speaker yesterday at the first public mass meeting of the convention. He declared that employers who adopt safety principles and who lower accident losses in their plants are helping to annihilate discontent, distrust and indifference among their employees.

Would Increase Efficiency.

Safety work as a service to the State and nation, more than a dollar and cents proposition, to increase efficiency, was the theme of Mr. Dow's address.

George P. Hambrecht, chairman of the Wisconsin Industrial Commission, presided. An address on human conservation as a national necessity was made by Dr. Franklin C. Wells, Medical Director of the Bureau of Conservation, Equitable Life Assurance Society, New York City. Dr. Wells said that a calamity to the nation, Mr. Dow pointed out.

"Real safety service to-day demands the cooperative action of men and women in every walk of life," he said.

"The managers of industrial plants cannot afford to ignore the call in every community for their moral and financial support for the promotion of public safety," Dr. Wells spoke of the work of the National Safety Council in cutting down occupational accidents and of its broadened program in the interests of public safety and public health.

On safety measures in sanitation, Dr. Wells gave statistics showing that 25 per cent of the men called in the draft in the late war were found unfit for service, that 75 per cent of 27,000,000 school children have physical defects interfering with studies and development, that crime, in most cases traceable to disease, cost the nation more than \$500,000,000 annually, and that typhoid and tuberculosis cost the country \$200,000,000 more, while typhoid and tuberculosis cost the country \$200,000,000 more, while typhoid and tuberculosis cost the country \$200,000,000 more.

Low Standards Due to Sickness.

Workmen lost about nine days a year on account of sickness or illness of a chronic nature, which reduces their efficiency and the production of millions of dollars. Three million persons are a drain and a drag on the country's resources because of disability from illness. These figures, Dr. Wells said, show the need for human conservation.

R. C. Richards, president of the council and chief claim agent of the Chicago and Northwestern roads, deplored the lack of accurate statistics of accidents and deaths.

He urged delegates to devote some thought to a system which might make such statistics available in estimating the good accomplished by the council.

STUDEBAKERS SLASH AUTOMOBILE PRICES

\$200 Cut Announced, but Wages Are Unchanged.

Special to THE SUN and NEW YORK HERALD.
CHICAGO, Sept. 27.—The Studebaker Corporation, through A. R. Erskine, its president, to-night announced price cuts of from \$125 to \$200 in all models of Studebaker automobiles, to take effect at once. The action was taken in expectation of lower prices in raw materials. Wages will not be reduced.

The Studebaker Corporation, in point of automobile sales, is the third largest in the world.

GROCERY PRICES SLASHED.

Chicago Reports Decreases Ranging From 15 to 20 Per Cent.

Special to THE SUN and NEW YORK HERALD.
CHICAGO, Sept. 27.—Price slashing in groceries and vegetables continued unchecked to-day. Grocers reported decreases of 15 to 20 per cent since last Monday, and still lower levels are predicted.

A canvass of the retail grocery stores to-day showed the following prices: Potatoes, 45c a peck; sugar, 15c a pound; tomatoes, 5c a pound; cabbage, 2c a pound; eggs, 50c a dozen; butter, 45c a pound; grapes, 25c for 4½ pound baskets; peaches, \$2.75 a bushel; coffee, 28c a pound.

A week ago potatoes were 55c, a peck; sugar 15c, a pound; tomatoes 7c, a pound; cabbage 1c, a pound; eggs 70c a dozen; butter 45c a pound; grapes 24c for 4½ pound baskets; peaches \$3.25 a bushel, and coffee 45c a pound.

1,000 Texas Cattle for Teutonic Rehabilitation

SAN ANTONIO, Sept. 27.—First shipment of cattle from Texas to Germany and Austria to rehabilitate the herds of those countries will leave Galveston about October 15, according to an announcement made here tonight by Ernest Rabe of San Antonio, president of the United Society for the Relief of the Distressed of Germany and Austria.

TO FORCE ISSUE ON MERCHANT MARINE

Talk of Impeaching President for Refusal to Denounce Treaties.

Special to THE SUN and NEW YORK HERALD.
WASHINGTON, Sept. 27.—Republican leaders are planning to force the issue made acute by what they regard as President Wilson's attempt to throttle the American merchant marine. The announcement of Representative George V. Edmunds of Pennsylvania, one of the framers of the merchant marine act, that he would seek the impeachment of the President for his refusal to denounce the commercial treaties which prevent favored treatment of American carried cargo goods, have been noted with unusual interest.

No little curiosity has been aroused here as to whether or not Japanese diplomacy which is vitally interested in bringing about a failure of the American merchant marine programme in the Pacific has not succeeded in scoring a diplomatic point through the President's action.

The President's refusal to denounce the treaties as directed by law on the double ground that Congress has no authority to direct his action and that such action would constitute a violation of treaty arrangements is regarded as the more remarkable since this is exactly the course that was pursued in the passage of the La Follette seamen's act.

In that case the President was directed to bring about the abrogation of those features of commercial treaties which interfered with the operation of the law. Most foreign countries immediately accepted the situation. Spain objected, but was told the result would be abrogation of the entire treaty, and her objection immediately subsided.

Two other smaller countries stood out, but finally gave in and accepted the changes proposed.

Great Britain is understood to be the chief objector, with Japan, to the abrogation of the commercial treaties so far as they prevent special favors in import duties and tonnage taxes for American vessels. The series of commercial treaties with Great Britain on this subject commenced with the treaty following the war of 1812.

Critics of the President's action, however, differentiate between the possible lack of wisdom of his course and its alleged unconstitutionality. As pointed out by Hannu Taylor, the President has assumed the "dispensing power," a power never acknowledged to exist in the executive. He has refused to execute a plain statutory direction contained in a law which he signed himself.

Criticism of the entire shipping policy of the Administration continues to grow as a result of President Wilson's action in this case. Efforts on the part of George White, chairman of the Democratic National Committee, to defend the shipping programme has only resulted in calling renewed attention to what Senator Harding has referred to as a "Rasco." It is also recalled that Senator Harding is a member of the Senate Commerce Committee and had a large part in framing the Merchant Marine act, which President Wilson now proposes to amend after it has become a law, by Executive whim.

BILLS FOR HOUSING RELIEF ARE SIGNED

Gov. Smith Expresses Regret That State Policy Was Not Formulated.

SOLUTION IS DELAYED

Gibbs Measure Dealing With Telephone Rates Also Gets Executive Approval.

Special to THE SUN and NEW YORK HERALD.
ALBANY, Sept. 27.—Gov. Smith signed this afternoon the series of housing bills sent to him by the extraordinary session of the Legislature. His only comment was an expression of regret that a State housing policy was not formulated. He said that in his message on housing he divided the housing problem in the following three subjects:

The temporary relief for the present situation confronting tenants on October 1.

Such amendments to the law as would encourage construction of dwelling houses.

Adoption by the State of a permanent policy with regard to the whole subject of housing in the future.

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"Bills covering subject No. 1 have been sent to me; the Governor said subject No. 2 was partially dealt with; No. 3 was disregarded," said the Governor. "I hope that the bills sent to me will accomplish some benefit for the people of the State, but I cannot help expressing my regret that no provision was made looking toward a permanent solution of the housing problem by the creation of some agency to study and formulate a State policy."

The Governor referred to which the amendments taking away the summary dispossession proceedings. These measures are said to be the most drastic ever enacted by any Legislature and the Governor declared that in his mail to-day he received many criticisms and objections to them. He is of the opinion, however, that they will grant some relief to the tenants of the State.

Roberts is in a hospital in Etampes with one of his shoulders broken, his left leg lacerated and many contusions on his body, but is conscious and his doctors do not expect any change for the worse in his condition.

To-night the weather prospects for the big air race are not very rosy. It is predicted for tomorrow.

The start will be made at 7 o'clock in the morning. But one trial will be allowed each machine. Capt. Schroeder had his army machine out testing the motor but did not fly in it. He went over the course in a "bus" and sized up the turn around the pole.

Sadi Lecoq, the daredevil Frenchman, who flew under the Arc de Triomphe, is still the favorite to win the race. The American machines are coming up in the betting and the odds have dropped from 4 to 1 to 5 to 1. Schroeder is considered a formidable competitor.

The accident in which Roberts was injured is now blamed on what was described as the impossible construction of the landing frame of his flying machine, which did not allow for the shock which was certain to follow a landing at high speed. The timbers snapping like match sticks, causing the airplane to turn turtle without damaging the body or wings, but pinning the aviator under it.

The accident has directed the attention of the French aviation world to the spectacular arrival here of Mr. Cox as sponsor for the American entries. French flyers never heard of him before, while men like Cortlandt Bishop and Col. De Mont Thompson of the Aero Club of America express surprise at his unexpected entry.

Jugo-Slav Police Arrest Wrong Man for Marconi

ROME, Sept. 27.—A despatch to the *Messenger* from Spalato says the Jugo-Slav police intended to arrest William Marconi, if the inventor landed there. While they were watching for his arrival they mistook Dr. Debenetti, a student of Roman antiquities, for Marconi and attempted to arrest him. He, however, succeeded in making his escape and taking refuge on board a steamer.

ONLY 2 AMERICANS IN AIRPLANE RACE

Major Schroeder in Army Machine and Rinehardt in a Dayton-Wright.

By LAURENCE HILLS.
Staff Correspondent of THE SUN and NEW YORK HERALD. Copyright, 1920, by THE SUN and NEW YORK HERALD.
PARIS, Sept. 27.—With Roland Roblitz of Buffalo, N. Y., pilot of the Curtiss airplane entered by S. E. J. Cox, of the Texas Aero Club, in the Gordon Bennett cup race, seriously but not fatally injured as a result of the crash he had at Etampes yesterday, and with Mr. Cox threatening not to enter his other flying machine in the race, it now looks as if America will be represented by only two contestants, Major Rudolph Schroeder, in a United States Army airplane, and Howard Rinehardt, in a Dayton-Wright.

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His arrival in France was the signal for an elaborate self-advertising campaign, the newspapers here being flooded with pictures of him and his wife, who asserted that she had flown in every State in America. Also there were inspired stories of how this Mr. Cox arrived in Texas with an suitcase, bought oil wells and is now president of a \$5,000,000 corporation, with aviation as his all absorbing hobby.

Is love dwelling between you? Take him to see "Way Down East," 4th St. Theatre, today, matinee and night.—Ad.

STATE TAKES OVER FIDELITY OF BOSTON

Step Is Taken as Part of Plan to End Runs Upon Trust Companies.

'SINISTER PLOT' BLAMED

Statements by Coolidge and High Officials Put End to Hysteria.

Special to THE SUN and NEW YORK HERALD.
BOSTON, Sept. 27.—After a day of excitement, during which the Tremont Trust Company, the Fidelity Trust Company and the Commercial Trust Company put into effect a clause allowing them ninety days in which to pay out savings accounts, and Gov. Coolidge in a statement gave assurance that Massachusetts banks are safe, public confidence is being regained to-day and the run on several banks has ceased. The following statement was issued by Bank Commissioner Allen at midnight to-night:

"It has become necessary for the Commissioner of Banks to take possession of the Fidelity Trust Company of Boston tomorrow morning at 9 o'clock. The reasons which make this step necessary are the same which brought about the closing of the Commercial Trust Company, namely steady withdrawals of deposits and slow and doubtful loans."

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The Bank Commissioner made the announcement regarding the Fidelity company at the close of a conference with officers of the trust company. State Treasurer James Jackson and Henry A. Wyman, former Attorney-General, who is acting as Mr. Allen's legal adviser.

"The reasons which make necessary this step," Mr. Allen said, "are the same which brought about the closing of the Commercial Trust Company, namely, the steady withdrawal of deposits and slow, doubtful loans."

Mr. Allen said that the case of the Fidelity Trust Company was the only one discussed at to-night's conference and added that nothing was said about the several banking institutions affiliated with that bank. He expressed the belief that the general bank situation "was improving every day."

Officers of the Fidelity Trust Company who attended the conference were President James G. Ferguson, Vice President Edwin T. McKnight and R. M. Hankin, a director. Mr. McKnight upon leaving the conference refused to make any statement.

That the hysteria is over and that banking conditions, thrown into an upheaval through the closing of the Hanover, Prudential and Commercial trust companies, will right themselves immediately is the opinion of high authorities, including the Governor.

Certain elements engaged in a sinister work of overthrowing all established institutions are responsible alone for the attempted wrecking of the banks, is the belief of Gov. Coolidge, who said to-day: "Some time ago I advised all big banks in Boston that plans should be worked out through which there would be cooperation among all the banks. A clearing house committee is now working out details of such a plan."

"The money of bank depositors is as safe in any Massachusetts bank as it is in any person's pocket or home. The trouble with the banks lies in the fact that their resources are in loans and not entirely in ready money, so that when people in large numbers demand cash it is not immediately available."

Persons of foreign birth give ear to unfounded rumors sent out from mysterious, rebellious elements. As a result, "runs" on several of the banks started. These "runs" were not caused because the banks are unsafe. This is the opinion of the Governor as stated in an interview to-night.

State street and Court street, into which thousands of persons surged early to-day to take their deposits from the Tremont Trust Company and the Fidelity Trust Company, are cleared. Police reserves called on to handle the crowds have been recalled and normal conditions again prevail.

The break in the run came at noon after Gov. Coolidge called into conference Bank Commissioner Joseph C. Allen, State Treasurer James Jackson and former Attorney-General Henry A. Wyman to formulate plans to give aid to the banks and prevent a panic.

Bankers hit by the runs made frantic efforts during the early part of the day to persuade patrons that their money was safe, that the run on the institutions was the work of rebellious elements, and that all would be paid in full. With the assurance of high State and banking officials the hysteria, subsided.

EDIBLE TAXES

Three hundred years ago taxes in Virginia were paid with corn.

The rate was two and a half barrels of corn for three acres of land.

What a glorious feast they must have had when it came time to eat the taxes!

For from Virginia cornmeal are made those justly famous grid-dle cakes served at CHILDS.

Real Virginia cornmeal with delicate butter and maple-flavored syrup.

Confidence Restored.

As an indication that public confidence is being restored it was learned at the Tremont Trust Company this afternoon that several large deposits were placed in the savings and commercial departments during the day. Telegrams of assurance from depositors poured into Simon Swig, vice-president of the Tremont Trust Company.

Because the same number of dollars that formerly bought £3 will buy more than £4 today

\$100 will not buy anything finer, nor, as good, for in all England there are no fabrics to compare with the matchless productions of Acquascutum, Limited.

Showerproof and proof against duplication.

Exclusive New York Agents

Franklin Simon & Co.

FIFTH AVENUE
Men's Shops—2 to 8 West 38th Street

Announce to Begin To-day

An Extraordinary Sale of

Men's New Fall Shoes

made to sell at \$16, \$15 and \$14—1300 Pairs all at

\$11.00

According to the prices we paid for these fine shoes we have every right to sell them for \$14, \$15 and \$16—but we believe that shoe prices should be lower, and consider it good business to offer these new Fall shoes at practically cost.

We Are the First to Cut and We Are Cutting Deeply

—the assortment includes Brogue cut, Blucher and straight tip styles, as pictured, in Black and Tan Cordovan, Calfskin in Light and Dark Tan, Black French Calfskin.

Every Pair New and Perfect—of Superior Stock and Finest Workmanship

Saks & Company
Broadway at 34th Street

Saks
and Company

Saks & Company
Broadway at 34th Street

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